

Transportation Enhancement Program

**Annual Report
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**RHODE ISLAND
DEPARTMENT OF
TRANSPORTATION**

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INTRODUCTION

The Transportation Enhancement Program is a program comprised of 10 percent set aside funds from the overall Surface Transportation Program (STP). This program is committed to projects that address the environmental impacts on local communities from transportation and highway construction.

The purpose of this report is to provide the transportation community and those interested and involved in the Transportation Enhancement Program in Rhode Island with:

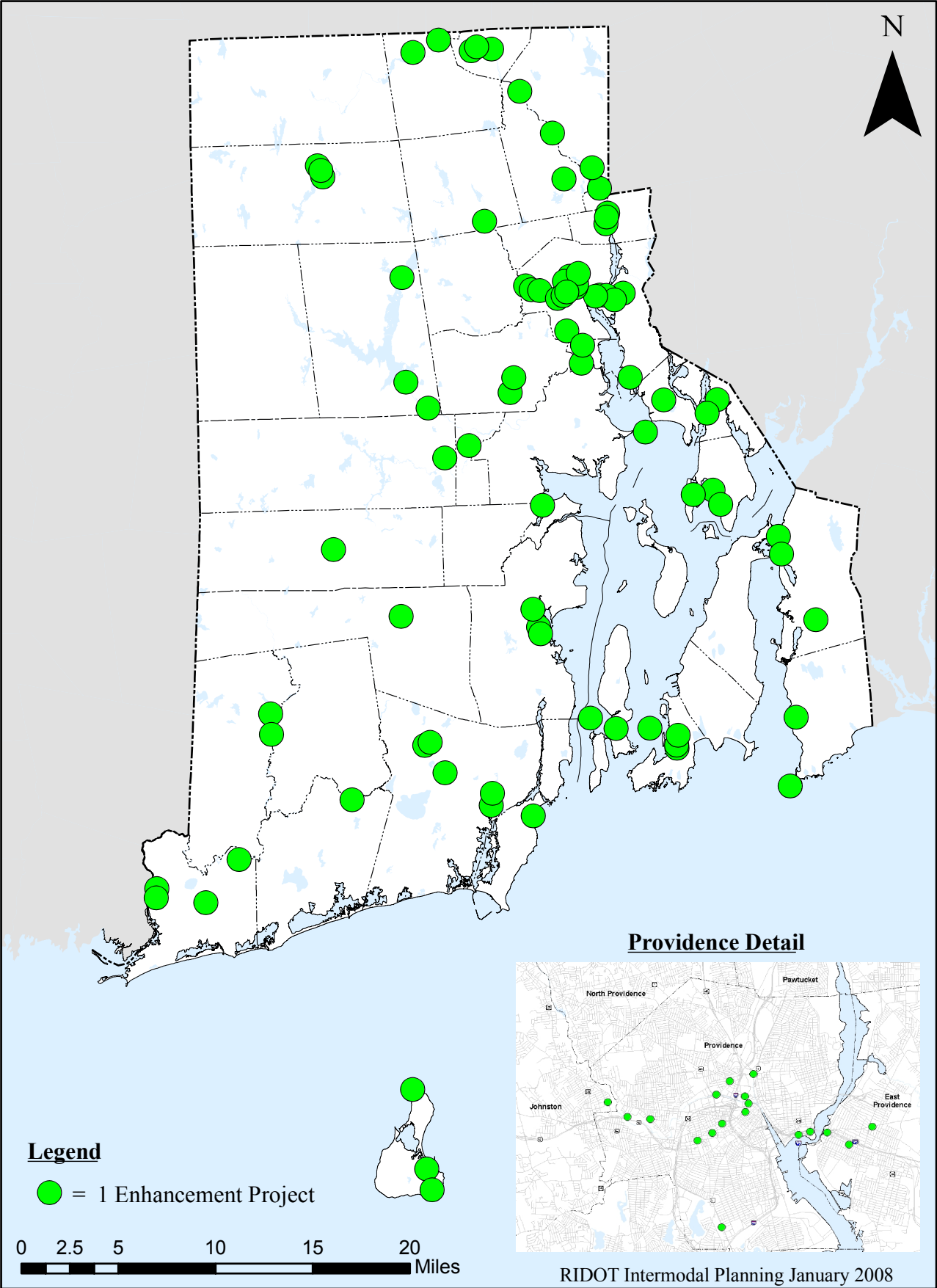
1) A brief history and background of the Enhancement Program, including:

- The Federal background;
- Project Eligibility;
- Project Selection; and
- The evolution of project implementation.

2) A status review of current projects.

3) A review of Enhancement Program performance measures.

RHODE ISLAND TRANSPORTATION ENHANCEMENT PROJECTS



PROGRAM OVERVIEW

The Transportation Enhancement Program was established under the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA called for a 10 percent designation of funds from the STP to be used for Transportation Enhancement (TE) activities that fell within one of ten categories.

In 1998, the Federal-Aid Highway Program was re-authorized under the Transportation Equity Act for the 21st Century (TEA-21), and later the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which expanded the eligible categories from ten to twelve, yet continued to set aside STP funds exclusively for enhancement activities and projects that will increase mobility, protect the human and natural environment, and preserve and increase the livability of communities.

Recently, all states have experienced rescission of Federal transportation funding as nationally priorities have shifted. This has impacted all transportation programs, including Transportation Enhancements. Locally, Rhode Island has experienced a budget deficit at the state level, creating challenges in providing matching state funds. Collectively, this lack of funding has affected the Enhancement Program and steps have been taken as of recently to “narrow the focus” of the program to a tighter core program. Over the next 12 to 18 months, it is anticipated that steps will be taken to achieve this overall goal.

ELIGIBLE ACTIVITIES

Eligible projects present a relationship to intermodal transportation, are consistent with or support the goals of applicable local comprehensive plans, are capable of being implemented, include adequate provisions for future maintenance and/or operating cost and fall within at least one of the following Transportation Enhancement categories:

- 1) Bicycle and Pedestrian Facilities
- 2) Safety and Educational Activities for Pedestrians and Bicyclists
- 3) Acquisition of Scenic Easements and Scenic or Historic Sites
- 4) Scenic or Historic Highway Programs, including Tourist and Welcome Center Activities
- 5) Landscape and Scenic Beautification
- 6) Historic Preservation
- 7) Rehabilitation and Operation of Historic Transportation Buildings, Structures, or Facilities
- 8) Preservation of Abandoned Railway Corridors
- 9) Control and Removal of Outdoor Advertising
- 10) Archaeological Planning and Research
- 11) Environmental Mitigation to Address Water Pollution to Highway Runoff or to reduce Vehicle Wildlife Mortality while maintaining Habitat Connectivity
- 12) Establish Transportation Museums



PROJECT SELECTION PROCESS

The projects of the Enhancement Program are selected by RIDOT's Transportation Enhancement Advisory Committee (TEAC) which conducts an exhaustive solicitation, public outreach and proposal evaluation process. A recommended program of projects is then submitted to RIDOT's Director of Transportation for approval.

Initially, RIDOT selected its own projects, but in 1993, RIDOT's Director established the nine-member TEAC, recognizing the broader focus of the program and the benefit of local involvement in small scale projects. Since then, RIDOT has initiated public/competitive calls for projects in 1993, 1999, 2001, and 2004.

To be eligible for consideration by the TEAC, the proposed projects must:

- Fall within one of the 12 Transportation Enhancement project categories;
- Have a relationship to the intermodal transportation system;
- Be consistent with/support the goals of applicable local comprehensive plans;
- Be capable of being implemented; and,
- Include adequate provisions for future maintenance and/or operations costs (TEAC funds are not available for this purpose).

The TEAC rates each project based upon:

- The public demand, purpose and need for the project;
- The relationship of the proposed project to the Intermodal Transportation System;
- The significance of the project and the quality-of-life improvement gained through implementing the proposed project.

Priority is given to proposed projects that demonstrate the likelihood of implementation within a two-year period from incorporation in the Transportation Improvement Program (TIP). Projects that provide positive economic impact and projects that provide for the use of local funds or other federal funds to match TEA-21 Enhancement Program funding are desired.

Applicants are requested to consider the use of community resources in the design and/or construction of projects. Community resources eligible include the internal departments of municipalities, their consultants and contractors, or appropriate consultants to private non-profit groups when certain criteria are met. This approach conserves Enhancement Program funds. Cities and towns may also provide in-kind contributions of municipal labor and materials (such as police detail traffic protection) during construction. It is important to note that this is not a grant program. Municipalities and non-profit groups must pay for related services up front and then are reimbursed for allowable costs.

The selected projects for each round are subsequently submitted to and approved by the State Planning Council, the Statewide Metropolitan Planning Organization (MPO), for listing in the amended TIP.

PROJECT IMPLEMENTATION

Reacting to a national issue with completing Transportation Enhancement projects, the Federal Highway Administration (FHWA) adopted measures to streamline implementation during the mid-1990's in response to national difficulties with implementing enhancement projects. One measure provided a regulatory framework allowing the delegation of design and construction of the actual projects to municipalities and private non-profit groups when appropriate. This increased flexibility was embraced by Rhode Island and has become a cornerstone in RIDOT's success in implementing projects.

RIDOT has always adhered to a policy of keeping projects within their programmed amount, but this kept many projects from reaching a point of completion. The 1993 Call for Projects left RIDOT with numerous small scale projects to implement across the state. Many project applicants provided poor estimates that left RIDOT with a number of projects that would cost much more than their initial programmed amount. As a result, the Enhancement Program underperformed on a regular basis. Between the fiscal years 1992 and 2000, Rhode Island's cumulative obligation rate (the basic performance measure of program activity) was only 51.1 percent of the \$22.5 million designated as TE funds. Rhode Island consistently ranked in the bottom 20 percent of all states nationwide.

In 1998, RIDOT completed the advanced steps necessary to transfer management of the design and construction of Transportation Enhancements, where practicable, over to municipalities and groups that qualified. The role of RIDOT shifted from State manager of locally conceived projects to one of ensuring state and federal compliance of locally managed projects that were locally conceived. One major issue that remained to be resolved with the first generation of Enhancement Program projects was solutions to individual project budget issues, some of which were nearly insurmountable.

In some cases, projects with conceptual estimates far exceeding actual costs could be rectified by reducing the project scope or spatial limits. In other cases, such a practice was much less feasible. As a result, during the 1999 Call for Projects, staff encouraged previous applicants with left over projects from 1993 due to poor estimates to submit supplemental applications based on more realistic costs. After careful consideration by the TEAC, those projects that were awarded additional funding were often able to proceed to completion. This approach continued in subsequent project calls and has been a successful strategy.

In 2000, RIDOT increased its staff in the Intermodal Planning Division, which is in charge of implementing the Enhancement Program. Since then, three Intermodal Planning staffers have been dedicated to this program. Finally, in 2001, RIDOT completed a consultant selection process for a Transportation Enhancement Liaison, who assists in a variety of enhancement activities including design reviews. This was the final component necessary increasing throughput in the Enhancement Program pipeline.

PROJECT STATUS

The status of an Enhancement Project can be determined by what phase it is in. The following is a short description of each phase, the Enhancements Projects currently in that phase, and a short description and special features of each project.

➤ **STARTUP PHASE**

During the *Startup Phase*, the team familiarizes themselves with the project and identifies any unique features or special requirements. The Department and project proponent, either the municipality or a non-profit group, attend a kick-off meeting to discuss the scope of work and to go over the rules of the Enhancement Program.

Federal Road Enhancements – Barrington

Project Description: The project consists of sidewalk improvements to Federal Road in Barrington.

Special Feature: Federal Road is adjacent to Barrington High School and its athletic fields.

Washington Secondary Bike Path Safety Improvement – Cranston

Project Description: The project will provide for bicycling and pedestrian improvements and related amenities along the Cranston section of the Washington Secondary Bike Path.

Special Feature: The Washington Secondary Bike Path is a popular recreational trail that runs for 10 miles from Garfield Street in Cranston to Whitford Street in Coventry.

Traffic Island Enhancement – Cranston

Project Description: The project will provide landscape plantings for the Oaklawn traffic island.

Special Feature: The traffic island is located adjacent to the Washington Secondary Bike Path in historic Oaklawn.

Rose Larisa Memorial Park – East Providence

Project Description: The Rose Larisa Memorial Park Traffic Calming project will provide street and sidewalk improvements designed to improve safety for pedestrians traveling between Rose Larisa Memorial Park and the Crescent Park Carousel site. Both sites are located on Bullocks Point Avenue.

Special Feature: This project will enhance pedestrian safety between Rose Larisa Memorial Park, a 10.5 acre recreation park constructed in 2004, and the historic Charles I.D. Loeff Carousell, a National Historic Register property.

Taunton Avenue Gateway – East Providence

Project Description: The project will perform a streetscape of Taunton Avenue and will include, but is not limited to, pedestrian improvements, street trees and related site amenities.

Special Feature: Taunton Avenue is the main thoroughfare of East Providence and connects its city center with Providence to the west and Massachusetts communities to the east.

Chepachet River Park – Gloucester

Project Description: The interpretive historical park will be a focal point that adds to the assets of the Village by highlighting the existing mill buildings and mill ruins as well as the water raceways through interpretive signage and other educational information.

Special Features: The Chepachet River is one of the smallest tributaries to the Blackstone, but it has one of the steepest falls of any nearby river, nearly a 70 feet drop over a course of 300 feet. This steep drop provided the necessary waterpower to develop a substantial textile mill complex that operated over the course of three centuries.

Reuben Mason House Restoration – Gloucester

Project Description: The project will restore the Reuben Mason House in Gloucester.



Source: Gloucester Heritage Society

Special Feature: The historically significant house, both locally and statewide, is considered a gateway structure to the Village of Chepachet.

Woonasquatucket River Heritage Trail – Johnston

Project Description: The project consists of the design and construction of historical markers highlighting the important cultural and historic sites along the Woonasquatucket River.

Special Feature: In 1998 the Woonasquatucket River was designated as an American Heritage River.

Blackstone River Navigation System – Lincoln

Project Description: The project consists of a docking system along the Blackstone River.

Special Feature: The waters of the Blackstone River powered the Slater Mill in Pawtucket, the first successful textile mill in the United States.

Coronet Restoration Project – Newport

Project Description: This 1885 schooner is on the National Register of Historic Places. Funds will restore the deck structure. Upon completion the vessel will become an educational historic vessel and a floating museum.

Special Feature: This is the last remaining schooner yacht of that age, size and degree of originality.

Reynolds Street / Main Street Stormwater & West Main 1R - North Kingstown

Project Description: The project consists of the retrofitting of stormwater structures along Reynolds and Main Streets.

Special Feature: This project has been folded into a larger RIDOT road reconstruction project.

Blackstone Navigation - North Smithfield

Project Description: The project consists of a ferry landing facility and docking system.

Special Feature: The project is planned in cooperation with the Blackstone Valley Tourism Council.

Kelly Park/Mammoth Mills - North Smithfield

Project Description: The project consists of the construction of a new entrance to the Paul S. Kelly Recreation Complex, formerly known as The Meadows. The new entrance will include 350 feet of gravel road and a bridge that leads to the parking area of the recreational facility.

Special Feature: The improved park is located in North Smithfield's historic Slatersville Village.

Blackstone Navigation – Pawtucket

Project Description: The project will provide river access near Slater Mill.

Special Feature: Access will be provided for the Blackstone Valley Explorer and small private watercrafts.

Stone Bridge Pier – Portsmouth

Project Description: The project will restore the Stone Bridge Pier in Portsmouth converting it into an active/passive recreation area.

Special Feature: The Stone Bridge was the original bridge that carried Route 138 over the Sakonnet River. Destroyed in 1954 by Hurricane Carol, the bridge was replaced in 1956 by the Sakonnet River Bridge.

Broadway Streetscape – Providence

Project Description: The project will perform a streetscape of Broadway that will include, but is not limited to, improved pedestrian access and landscape amenities.

Special Feature: Broadway is a main thoroughfare in the city of Providence located on the city's West End that features unique historical architecture.

Hardscrabble Square – Providence

Project Description: The existing traffic island will become the site of a historical "wayside exhibit" commemorating an important event in the history of African Americans in Providence, RI. The spot will be enhanced with interpretive panels, small benches, and the area outlined with stone dust.

Special Feature: Hardscrabble Square was destroyed in October 1824 by white rioters stirred with racial animosity, which was then the area of Providence where most blacks lived. Although no deaths and only minor damages occurred, the debate on issues of race, law and order and government reform began as a direct result of the riot in this neighborhood.

Promenade/Smith Hill Pedestrian Access – Providence



Project Description: The project includes pedestrian redevelopment of the walkways along Promenade Street, including a new pedestrian bridge. Improvements include plantings, sidewalk improvements, lighting and fencing.

Special Feature: Promenade Street is the main connection between the Providence Place Mall and the city's West End where much urban redevelopment is taking place.

Woonasquatucket River Heritage Trail – Providence

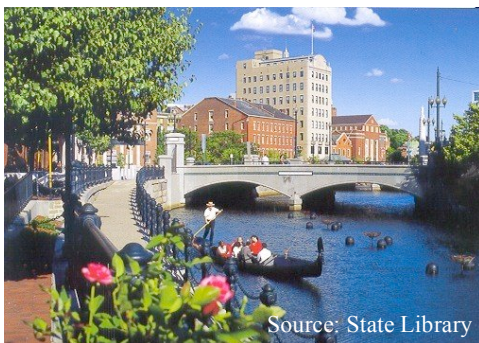


Source: Woonasquatucket River Watershed Council

Project Description: The project consists of the design and construction of historical markers highlighting the important cultural and historic sites along the Woonasquatucket River.

Special Features: In 1998 the Woonasquatucket River was designated as an American Heritage River.

Waterplace Park Sedimentation Mitigation / Providence River Tide Gate – Providence



Source: State Library

Project Description: The project consists of two actions to ensure the free flow and navigability of the Woonasquatucket and Providence Rivers through Downtown Providence: first, dredging the rivers and the basin at Waterplace Park of accumulated sediments, and second, constructing a structure in the Woonasquatucket upstream of the park

to prevent sediments from accumulating in the basin and further downstream.

Special Features: Since their development, Waterplace Park and the system of river walks along the Woonasquatucket, Moshassuck, and Providence Rivers have become iconic landmarks popularized by the award-winning Waterfire.

Hope Village Streetscape – Scituate

Project Description: The project will provide enhancement improvements by installing period street lighting, granite curbing and period street signage to Hope Village.

Special Feature: Hope Village is a National Register Historic District.

Safe and Active Commuting Program – Statewide

Project Description: The two-year pilot project will educate and promote safe walking/bicycling and the many health benefits that accrue from increasing physical activity through the involvement of employers and employees.

Special Feature: The project will take place at business worksites where pedestrians, cyclists, and motorists can be reached.

Water Street Sidewalk & Streetscape – Warren

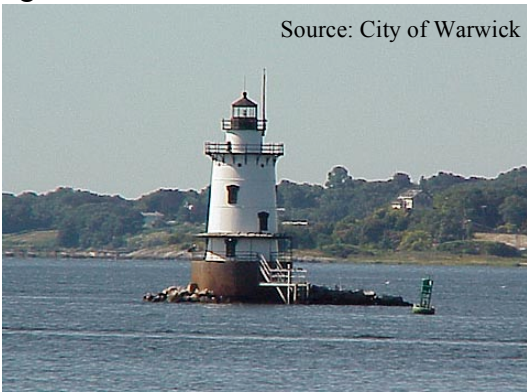
Project Description: Streetscape improvements along Water Street in Warren will include sidewalks, lighting and related streetscape amenities.



Special Feature: Water Street is located in Warren’s active and pedestrian friendly waterfront district.

Conimicut Shoals Lighthouse – Warwick

Project Description: The project consists of the repair and restoration of the lighthouse.



Source: City of Warwick

Special Feature: This lighthouse was the last in the country to be electrified in 1960. Prior to that, the lighthouse was powered by kerosene.

Two River Crossings – West Warwick

Project Description: The West Warwick Riverwalk extends along the Pawtuxet River for approximately 1.5 miles from Providence Street and the Royal Mill at the north to the Centerville and Agawam Mill at the south. Funding would provide for two crossings over the Pawtuxet River, one using an existing historically significant bridge, the second crossing, the Centerville Mill Crossing, would tie the River Walk to the East Coast Bike Path, the High School and Middle School and the road network of West Warwick.

Special Features: The completed River Walk will connect three historical former textile mills along the Pawtuxet River that formerly supplied much of the energy to make the mills productive through their system of dams and turbines for electricity.

➤ AGREEMENT PHASE

The *Agreement Phase* can be a complex process and may take from six months to one year. There are three or four major portions to an agreement, depending on the type of project. The agreement addresses the questions of who will design the project, who will build the project, who will maintain the project, and, if applicable, how additional right-of-way (ROW) required for the project is to be acquired.

Colt State Park Street Lighting and Restoration – Bristol

Project Description: The project will replace the historical street light system that had been installed in the late 1960's along the Asylum Road entrance to Colt State Park, with the design and installation of new historic period lighting.



Special Feature: Colt State Park offers a panoramic view of Narragansett Bay, boasts four miles of bicycle trails and covers 464 acres.

Railroad Museum Project – South Kingstown

Project Description: The project consists of the establishment of a railroad museum inside of the restored Kingston Station.

Special Feature: The museum will house a collection of historical documents and artifacts that will highlight the railroad history of Rhode Island.

➤ CONSULTANT SELECTION PHASE

Next, the *Consultant Selection Phase* is entered when locally managed consultant services are required. In order to be eligible for reimbursement for costs of these services and/or to ensure the project develops within scope and budget, an applicant must develop a Request for Qualifications (RFQ) and a draft scope of work in the solicitation of Architectural and Engineering services (A/E) for design. If an applicant wants to be reimbursed for design, they must follow specific selection procedures and selection criteria. At this time, prices can only be considered after consultant services have been ranked according to qualification.

None as of publication.

➤ DESIGN & ENVIRONMENTAL REVIEW PHASE

Once the consultant is selected, the project enters the ***Design and Environmental Review Phase***. The selected consultant will provide 30 percent of plans with cost estimates for review. At this point, a Categorical Exclusion (CE) must be obtained to move forward. Obtaining a CE will define the project as not having a significant impact on the human and natural environment.

Herreshoff Marine Museum – Bristol

Project Description: The project will provide for site and building improvements on the Museum's five acre campus located in Bristol's historic district and, if funding allows, improvements to the waterfront area and recreation of the marine railway.



Special Feature: The site is home to the Herreshoff Marine Museum and the America's Cup Hall of Fame which documents over 150 years of Cup history.

Hope Street Sidewalks/Downtown Streetlights – Bristol



Project Description: The project will consist of sidewalk reconstruction from the intersection of Hope Street and

Creek Lane to Hope Street and Washington Street, however, the project limits may be extended depending upon remaining funds.

Special Feature: Hope Street is home to Bristol's nationally renowned Fourth of July Parade.

Columbia Heights – Charlestown

Project Description: Improvements include restoration of historic sidewalks, planting street trees and improving pedestrian and bicycle safety in the Columbia Heights neighborhood of Charlestown.



Special Feature: Columbia Heights is an early 1900's mill neighborhood, with straight flat roads, houses, and a community gardening area, now used as a gathering space. The houses, garden area, road and sidewalks are now in serious decline.

Central Falls Landing - Central Falls

Project Description: Phase II of this enhancement project includes a parking area, walking trail, lighting and landscaping to complement Phase I

which consisted of a docking system and access to the Blackstone River.

Special Feature: The town considers it one of the Blackstone Valley's most ambitious riverfront development projects, providing a tourist destination for bikers, pedestrians, private and excursion watercraft.

Anthony Village Initiative – Coventry



Project Description: The project originally envisioned the replication of the Anthony Village Railroad Depot, restoration of a loading dock and a historic mill house, landscaping and other amenities. Due to budgeting constraints the project will focus on stabilizing the mill worker's house. It is hoped other aspects of the project can be completed by combining it with the adjacent Coventry Greenway Bike Path.

Special Feature: The project is located in the Anthony Village Historic District which is being evaluated for eligibility for inclusion on the National Register of Historic Places.

Lonsdale Village – Cumberland

Project Description: The project includes sidewalk reconstruction on sections of Broad Street, construction of tree wells, and installation of street trees on Broad Street from West Barrows Street to a point 600 feet northwest of Factory Street. The project also includes

reconstruction of wheelchair ramps and crosswalks at Ann and Hope Way.

Special Feature: Lonsdale Village has recently experienced the rehabilitation of seven historic mill houses.

India Point Power Lines – East Providence

Project Description: The project consists of the relocation of power transmission lines at India Point underground.

Special Features: India Point Park features 18 acres of open space and is the only broad expanse of bay shoreline in Providence that is accessible to the public.

Warren Avenue Revitalization: Phase II – East Providence

Project Description: The project will provide improvements along Warren Avenue west from Lyon Avenue to Burgess Avenue. Improvements will include, but not be limited to, period lighting, benches, entranceway enhancements, decorative sidewalks, crosswalks and pedestrian enhancements.



Special Feature: This project completes improvements along the Warren Avenue corridor making this a revitalized neighborhood that is a gateway to the rest of the City.

Downtown Improvements / Narragansett Avenue: Phase II – Jamestown

Project Description: The project consists of off street parking, improved lighting, landscaping, sidewalks, signage, and will provide improved pedestrian and bicycle access to the commercial district.



Special Features: Narragansett Avenue is the vibrant commercial center of Jamestown.

Moffett Mill Walkway and Pedestrian Bridge – Lincoln

Project Description: The project will provide a safe pedestrian connection between the recently rehabilitated 1812 Moffett Mill, the Chase Farm, and the Hannaway Blacksmith Shop. The improvements link these three town-owned properties by way of an on-grade walkway and prefabricated steel and wood truss bridge.

Special Features: The bridge is close to the site-distance challenged Great Road.



Moffett Mill Interpretive Program – Lincoln

Project Description: The project consists of the production and installation of informational signage that will highlight the history of the Moffett Mill.



Special Feature: Moffett Mill was built around 1812 and was one of the first machine shops in Rhode Island.

Sakonnet Light Renovation - Little Compton



Project Description: The project includes repairs to the cast iron and masonry elements of this historic 125 year old lighthouse.

Special Features: The project presents a special challenge as the lighthouse sits on a rock, surrounded by water on all sides and is not easily accessible.

Rose Island Lighthouse Restoration – Newport

Project Description: Restoration will include replacing the rotting and leaking

tower roof, replacing a section of the lighthouse retaining wall that is bulging out, stabilizing the utility building foundation, rebuilding the south wall, installing a hybrid power system that will provide pollution-free electricity to the lighthouse, repair of deteriorated pier supports and replacing the deck, and provide a landing that is Americans with Disabilities Act (ADA) compliant.



Special Feature: The historic lighthouse established in 1870 at the entrance to Narragansett Bay and Newport Harbor is a link in a chain of aids to navigation along the New England coast. The first attraction seen from the Claiborne Pell Bridge as tourists come to Newport is the Rose Island Lighthouse. Students of all ages are frequent visitors.

Southern Thames Street – Newport

Project Description: This streetscape project along the southern section of Thames Street from Memorial Boulevard to Ann Street consists of pavement improvements, rehabilitation of existing sidewalks in accordance with ADA standards and related curb cuts.

Special Features: The Southern Thames Street area has received designation from the National Historic Register.

Southeast Light Museum

Rehabilitation - New Shoreham

Project Description: The project consists of the repair and restoration of the lighthouse interior.



Special Feature: Enhancement funds contributed to a previous repair phase on the outside of this historic building.

Main Street Sidewalks and Streetscape – North Kingstown

Project Description: The project includes but is not limited to pedestrian improvements and related landscape amenities.

Special Feature: Main Street is located in North Kingstown's historic Wickford Village.

Smith Castle - North Kingstown

Project Description: The project consists of entrance improvements, bus drop-off/loop road, signage, lighting, landscaping.

Special Feature: A National Historic Landmark. A Cultural Landscape Report and an archaeological resistivity study are in progress as a precursor to any construction on the site.



Exchange Street Enhancements – Pawtucket

Project Description: The project consists of streetscape amenities on Exchange Street between Roosevelt Avenue and Broadway.

Special Feature: This project is located within the Exchange Street Historic District.

Slater Mill Phase II – Pawtucket



Project Description: The project will provide Pawtucket/Blackstone Intermodal Zone improvements to pedestrian safety, link walkways and provide a scenic overlook along the Blackstone River, and enhance safety and aesthetics of Roosevelt Avenue between Main Street and Exchange Street.

Special Feature: Slater Mill was the first successful textile mill in the country and has been recognized as the birthplace of the Industrial Revolution.

Emmett Square Pedestrian Improvement / Memorial Blvd. Median – Providence

Project Description: The project funds the study and construction of pedestrian improvements, such as improved pedestrian signals and cycles, crosswalks and signage, traffic island and pavement modifications, improved sidewalk and street lighting and the creation of an 8-foot long landscaped median extending 220 feet along Memorial Boulevard.

Special Features: The area of improvements is one of the most highly traversed pedestrian crossings in the state as nearby Providence Place Mall, RI Convention Center, and RIPTA's Kennedy Plaza bus terminal are all major pedestrian traffic generators.

India Point Park Visitors Center – Providence

Project Description: The project will develop a visitors center with related site amenities at Providence's India Point Park.

Special Feature: India Point Park features 18 acres of open space and is the only broad expanse of bay shoreline in Providence that is accessible to the public.

Station Park Enhancements – Providence

Project Description: The project consists of landscape improvements to Station Park in the Capital Center District of Providence.



Special Feature: Station Park acts as a gateway to the City of Providence to travelers entering and exiting the Providence Amtrak Station.

Westminster Street Revitalization – Providence

Project Description: The project consists of design and construction of ADA compliant infrastructure improvements, including but not limited to lighting, sidewalks, wheelchair ramps, bicycle lanes, crosswalks and tree planting on Westminster Street from the I-95 service road to Olneyville Square.



Special Features: Westminster Street is an important east-west link in the City of Providence that contains a vibrant and active community and distinct pre-Victorian architecture.

India Point Power Lines – Providence

Project Description: The project consists of the relocation of power transmission lines at India Point underground.

Special Features: India Point Park features 18 acres of open space and is the only broad expanse of bay shoreline in Providence that is accessible to the public.

Roger Williams Bike Trail – Providence

Project Description: The project will develop a 3.5 mile off-road bicycle path and associated landscape improvements which will reduce erosion and utilize and highlight the scenic, national and historic

landscape of Roger Williams Park. The facility will become a destination recreational bicycling facility and also tie into a regional bicycle route.

Special Features: Roger Williams Park has been cited by the National Trust for Historic Preservation as one of country's premier urban parks and attracts more than two million visitors a year.

Smith Street Streetscape – Providence

Project Description: The project will include but is not limited to sidewalk replacement, landscape improvements, lighting enhancements and related amenities along the Smith Street retail district between I-95 and Oakland Avenue.

Special Feature: Smith Street is a state highway that runs through the Capitol Hill area and Historic Smith Hill and feeds directly to the State House.

Gainer Dam Stone Wall Reconstruction – Scituate

Project Description: The project will reconstruct the stone wall along the Gainer Dam Bridge and roadway as a maintenance action.

Special Feature: The Gainer Dam is at the base of the Scituate Reservoir and is the State's largest dam.



Esmond Street Sidewalk Reconstruction – Smithfield

Project Description: The project will reconstruct sidewalks, install curbing

and limited lighting, and will provide landscaping amenities.

Special Feature: Esmond Street is home to the Smithfield Town Hall and the World War I monument.

Saugatucket River Walkway: Phase II – South Kingstown

Project Description: The project will include the reconstruction of the Wakefield Pedestrian Bridge and approaches connecting the bridge with the recently constructed Saugatucket River Walkway Project. This bridge provides the connection between Main Street and High Street, between the Saugatucket River Walkway and the Saugatucket Veterans Park and between the Main Street Municipal Parking Lot and the South County Bike Path.

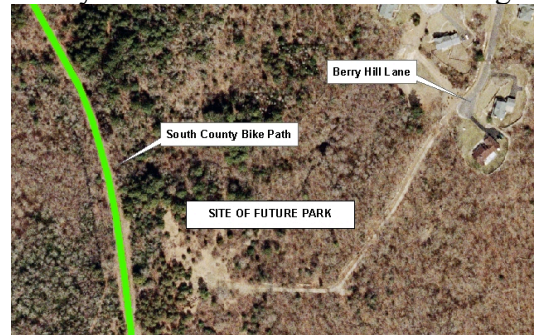


Special Features: The Saugatucket River Walkway has the potential to link with the South County Bike Path, creating a larger, more enhanced intermodal network. The walkway is also the site of an elementary school outdoor classroom.

Teft Historical Park – South Kingstown

Project Description: The project will develop a historical and educational park with bike and hiking trails on 28 acres of protected land between Berry Hill Lane and the South County Bike Path. Educational information on natural and archaeological resources and hiking trails will be provided through signage.

Special Feature: The Teft Historical Park is an intact repository of significant archaeological data, valuable open space for drinking water protection, and a cultural resource asset to the Town of South Kingstown and the State of Rhode Island. The site embodies an irreplaceable resource of colonial, Teft family and Native American knowledge.



Main Road Streetscape – Tiverton

Project Description: On Main Road from Narragansett Avenue to Riverside Drive, the project will reconfigure existing parking and provide ADA-accessible sidewalks, street trees, decorative lighting, and other enhancement items. The full project with all of the proposed enhancements will make up a master plan for Main Road. The project has been broken into several phases and will be built over several years.

Special Features: This project fits well with surrounding projects as it connects the Stone Bridge Abutment Project to the Sakonnet River Bridge Project and to a possible bike path through Fall River.

Crandall Farm Renovation – Westerly

Project Description: The project will consist of renovation, restoration and enhancement of the 1870 House which will be used as a welcome center and educational tool for the traveling public.

Special Feature: In the mid-17th century, part of the land that is now known as the Crandall Farm was awarded in

friendship to the elder John Crandall by Chief Soso of the Misquamicut Narragansett Indians. The educational component will include Narragansett life after the Great Swamp Massacre, ties to the land and interactions with the colonists and Elder John Crandall.

Bradford Streetscape/Beautification – Westerly



Project Description: The project will improve safety and accommodations for pedestrians and bicyclists, beautify the area of Bradford Village, eliminate erosion into the Pawcatuck River, calm traffic and provide a “gateway” to the village.

Special Feature: The project area is located within the Bradford Village Historic District.

Woonsocket River Landing/River Launch – Woonsocket

Project Description: The project consists of the Blackstone Valley Tourism Council (BVTC) boat dock and small craft access, repairs to the river wall, and improvements to the abutting park area.

Special Feature: The project is located in the Market Square area and is just upstream from the Thunder Mist Dam.



➤ FINAL DESIGN PHASE

The **Final Design Phase** may be entered when the 30 percent plans are approved, a Categorical Exclusion (CE) and all related permits are obtained and there are no unanswered staff comments. Final Design typically consists of a 90 percent plan submittal and a Plans, Specifications and Estimates (PS&E) submittal. An approved PS&E is used to construction bid advertise and construct the project.

Chepachet Village Improvements – Gloucester



Project Description: The project consists of walkway improvements, signage, and landscape and beautification improvements to the Main Street entrance to Gloucester Memorial Park on Main Street in the Village of Chepachet.

Special Feature: Chepachet Village is centrally located within the town of Gloucester and functions as the town's hub of activity.

Depot Square Park – Hopkinton

Project Description: The project will consist of a mini-park with potential riverwalk access to be located at the corner of Mechanic and Main Streets.

Special Feature: The project will include an aesthetic fountain that was once part of an historic fountain that provided a water source for horses in the center of Depot Square.

Ocean Road Beautification – Narragansett

Project Description: Funds are provided for design engineering of parking improvements, decorative crosswalks, historic fencing, installation of Victorian light standards, modifications to Memorial Square, and landscaping along Ocean Road from the intersection of 1A to the south side of towers including Veteran's Park.



Special Features: This area is one of the most visited tourist areas in the state, including the historic Towers building, the seawall, beaches and parks that support heavy recreational pedestrian use.

Washington Square – Newport

Project Description: The project includes ADA compliant bluestone sidewalk treatments, period lighting, roadway adjustments, drainage improvements and related streetscape amenities in the triangular area of the Colony House, bounded by Washington Street, a short section of Thames Street, Touro Street and Spring Street.

Special Features: Washington Square falls within the Newport National Historic District and links the Brick Market and the Colony House with Long Wharf, Thames Street and Broadway. The Colony House was the English seat of government in Rhode Island and was built between 1736 and 1739.



Elmwood Avenue Improvement Project – Providence

Project Description: The project consists of streetscape improvements that include but are not limited to decorative concrete treatments and the planting of street trees.



Special Feature: Along with the planting of new street trees, this project will preserve the many existing elms along Elmwood Avenue.

Luongo Square Revitalization - Providence

Project Description: The project will include ADA accessible sidewalks, street trees, crosswalks, curb extension

(bump outs), installation of a bike rack, plantings and cobblestone repair. The project limits are Carpenter Street and West Fountain Street between Knight Street and Battey Street.



Special Feature: Located in Providence's West End, Luongo Square falls between Broadway and Westminster Street, two major thoroughfares in the City of Providence.

Manton Avenue Streetscape – Providence

Project Description: The project consists of the construction of streetscape and safety improvements to Manton Avenue including, but not limited to, decorative lighting, street trees, improved pedestrian facilities between Delaine Street and Glenbridge Avenue, and a traffic signal at the intersection of Atwells Avenue and Manton Avenue.



Special Feature: The project is in one of the City's most historic neighborhoods

and is uniquely located to take advantage of an innovative intermodal strategy which includes improvements for drivers and emergency vehicles coupled with new pedestrian and bicycle opportunities.

Village Streetscape Improvements – Scituate

Project Description: The project will provide roadside tree plantings in the village to restore original character.

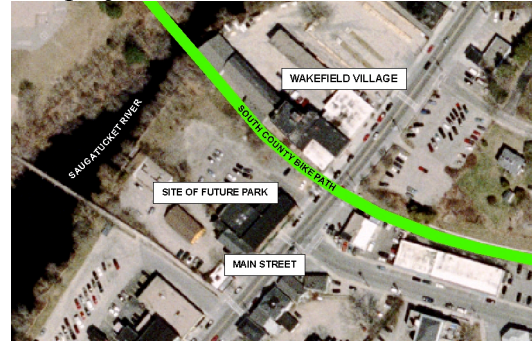


Special Feature: The village of North Scituate is home to the Scituate Town Hall and the North Scituate Elementary School.

Downtown Intermodal Park – South Kingstown

Project Description: The project consists of acquisition and development of an intermodal trail-head facility on a 33,000 square foot parcel located adjacent to the South County Bike Path. Facility development shall include construction of vehicle parking, bicycle parking, a comfort station, benches, landscaping and related site amenities.

Special Features: The environment will also benefit from this project as the site of the park and comfort station is a former Brownfields site that has been cleaned up as part of an earlier phase of this project.



Woonsocket Depot Visitor Services Enhancement – Woonsocket

Project Description: The project consists of the development of all site amenities around the Woonsocket Depot.

Special Feature: The state-owned historic depot was once a hub for passenger rail travel in the Blackstone Valley.



➤ ACQUISITION PHASE

This phase consists of the acquisition of land and/or easements necessary to complete the enhancement project.

Treaty Rock Farm Veri/Manchester Almy – Little Compton

Project Description: The project will include but is not limited to the purchase of development rights of an approximate 37 acre parcel within the Historic Treaty Rock Farm property along Route 77.

Special Feature: Treaty Rock Farm is one of Little Compton's largest working farms and has been actively farmed for over 350 years. In 1675, Awashonks, female Sachem (Chief) of the Sakonnet tribe, joining forces with colonist Benjamin Church signed the Plymouth Agreement of 1671 at Treaty Rock shortly before King Phillip's War.

Weetamoo Woods – Tiverton

Project Description: The project will provide for open space conservation of Weetamoo Woods.

Special Feature: Named for the Indian Squaw Sachem Weetamoo, the property contains 450 acres and is enjoyed by naturalist and history buffs alike.

Pawcatuck River Enhancement / Pawcatuck Riverwalk – Westerly

Project Description: The project consists of the construction of a pedestrian walkway along the eastside of the Pawcatuck River that will be connected to a similar walkway in Stonington, CT via a pedestrian bridge.

Special Features: A handicapped-accessible pedestrian walkway along the Pawcatuck River linking Downtown Westerly with the Village of Pawcatuck in Stonington, Connecticut, has been envisioned in various economic revitalization strategy documents for nearly 20 years.

➤ CONSTRUCTION BID ADVERTISING PHASE

This phase consists of the advertisement of construction services for the given project.

Manville Landing – Cumberland

Project Description: Development of a small piece of Town property into a riverside park providing boat access to the Blackstone River (canoes, kayaks) seasonal dock for Blackstone Valley Tourism Council's tour boats, parking, landscaping, site improvements to provide interpretation of historic 19th century waterpower remnants including control gates, and headway that provided power to a nearby mill.

Special Feature: The site overlooks Manville Dam, is adjacent to the Blackstone Valley Bike Path, and is across the street from the ruins of a historic mill.



➤ CONSTRUCTION PHASE

These projects are currently under construction.

King Street – East Greenwich

Project Description: Work on King Street from Main Street to Water Street, includes, but is not limited to, new curbing, sidewalks, lighting, plantings, cold plane existing pavement and overlay with new bituminous pavement and all other incidentals.



Special Features: King Street is located in East Greenwich's Hill and Harbor District, a National Historic District that features a fine collection of historic buildings.

Exeter Library Walls – Exeter

Project Description: Restoration of stone walls in front of the library, lighting, signage and landscaping.

Special Feature: Exeter Public Library is located on Scenic Highway 102.



Switch Road Access – Hopkinton

Project Description: The project provides small craft access, an ADA compliant pathway to Wood River, parking, and landscaping.



Special Feature: Project proposed by the Wood-Pawcatuck Watershed Association as a means of erosion control. The parcel originally belonged to RIDOT and has been transferred to the Department of Environmental Management.

Block Island North Light Tower Rehabilitation - New Shoreham

Project Description: The project consists of the repair and restoration of the lantern and lighthouse.



Special Feature: This lighthouse is on National Register of Historic Places. Once repaired, the lighthouse will once again function as an aid to navigation.

Kingston Station Railroad Signal Tower – South Kingstown

Project Description: The project consists of the relocation of the signal tower next to Kingston Station and restoration of its exterior. An electrical line will be added and the tower will be sealed to public access.



Special Feature: Currently the signal tower sits on the other side of the road from the station, where it was once used to signal trains on the northeast corridor.

Market Street Sidewalks – Warren

Project Description: Improvements include new concrete sidewalks, granite curbing, and streetscape improvements including installation of street trees, period light fixtures, street furniture, trash receptacles and bike racks along a three-block stretch of Market Street.



Special Features: Market Street connects to Main Street in Warren which was the site of a previous enhancement program streetscape.

Blackstone Bikeway Trailhead – Woonsocket

Project Description: The project will provide parking within the River's Edge Recreation Complex to support the Blackstone River Bikeway.

Special Feature: The Blackstone Bikeway will constitute a major portion of Rhode Island's share of the East Coast Bikeway that will eventually run from Maine to Florida.

➤ RECENTLY COMPLETED

These projects have been recently completed.

Dutch Island Lighthouse – Jamestown

Project Description: The project consists of the restoration and relighting of the Dutch Island Lighthouse.



Special Feature: Dutch Island got its name in the 1630's when it served as a trading post for the West India Company who traded Dutch goods in exchange for fish, meat and furs from local native populations. The lighthouse will again become an aid to navigation.

Old Town Hall – Westerly

Project Description: The project consists of the initial phase for restoration of Westerly's Old Town Hall into a transportation museum.

Special Features: The building was first constructed in 1872 as the first Town Hall. Reusing the building as a transportation museum will highlight Westerly's history in the granite and lumber trades.

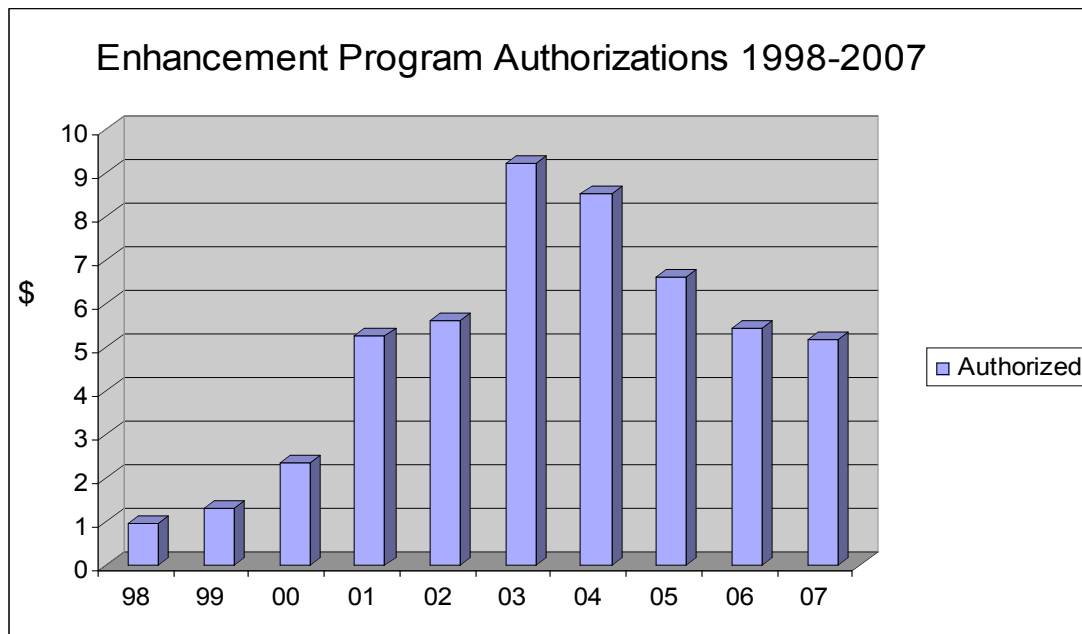


ENHANCEMENT PROGRAM PERFORMANCE MEASURES

As a result of the streamlining of the implementation process and a dedicated, hardworking staff, the Enhancement Program has seen a noticeable increase in activity. Today Rhode Island can point to many projects completed through the Enhancement Program.

Chart 1, below, depicts the amount of funds authorized through the Enhancement Program over the last decade, which has significantly grown since the late 1990's.

Chart 1: Program Authorizations



Currently Rhode Island ranks second in the nation in cumulative Enhancement Program obligations (see Table 1 below).

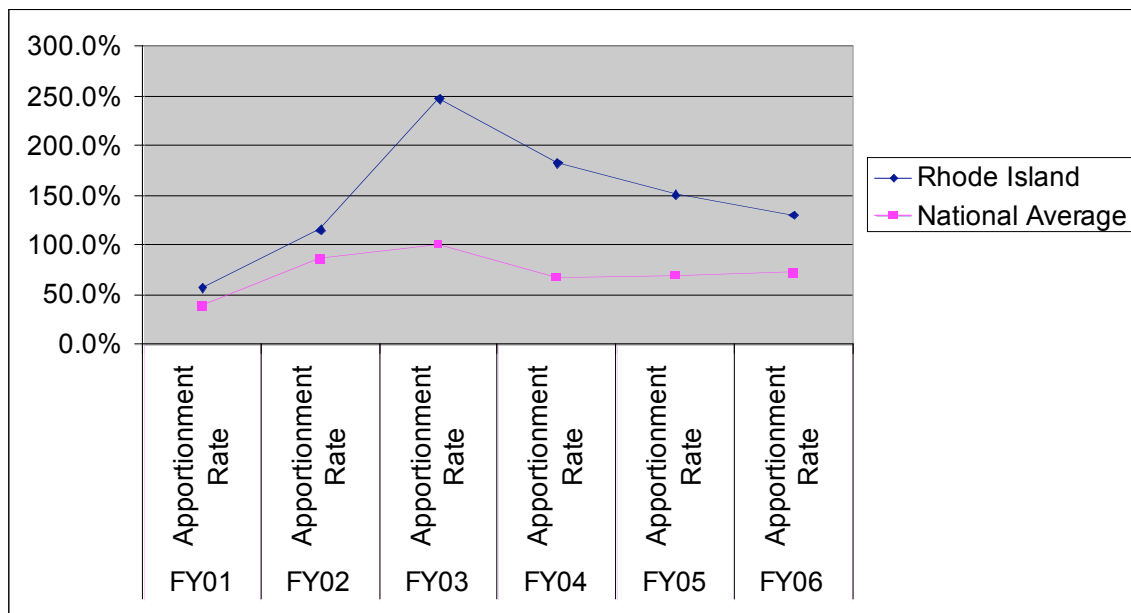
Table 1: Cumulative Obligations¹

Rank	State	Rate	Rank	State	Rate
1.	Alaska	99.9%	26.	Washington	82.0%
2.	Rhode Island	99.3%	27.	Indiana	81.0%
3.	Utah	99.1%	28.	Pennsylvania	80.6%
4.	Virginia	98.4%	29.	District of Columbia	80.2%
5.	Wyoming	97.9%	30.	California	79.8%
6.	Ohio	97.3%	31.	Colorado	78.9%
7.	Delaware	97.0%	32.	Mississippi	77.4%
8.	Idaho	96.0%	33.	Hawaii	77.0%
9.	Iowa	94.3%	34.	Maryland	76.8%
10.	Arkansas	94.0%	35.	Texas	76.8%
11.	Connecticut	93.5%	36.	Wisconsin	76.8%
12.	South Dakota	91.6%	37.	Michigan	76.6%
13.	Minnesota	91.2%	38.	Nevada	76.2%
14.	New Hampshire	90.9%	39.	Arizona	74.4%
15.	New Mexico	90.9%	40.	Montana	74.2%
16.	Nebraska	89.7%	41.	Florida	73.5%
17.	Oregon	88.0%	42.	New Jersey	72.2%
18.	Oklahoma	86.2%	43.	South Carolina	71.7%
19.	North Dakota	86.1%	44.	Maine	71.6%
20.	Kansas	85.8%	45.	Missouri	71.6%
21.	Kentucky	85.7%	46.	Illinois	70.9%
22.	Alabama	84.9%	47.	Tennessee	70.5%
23.	West Virginia	84.3%	48.	New York	69.1%
24.	Vermont	83.8%	49.	Georgia	63.2%
25.	North Carolina	82.6%	50.	Louisiana	57.4%
			51.	Massachusetts	36.7%

¹ Source: Transportation Enhancements: Summary of Nationwide Spending as of FY2006. National Transportation Enhancements Clearinghouse May 2007.

Rhode Island is among the leaders in obligating funds between 2002 and 2006. In that time, project starts were consistently above the 10 percent Surface Transportation Program (STP) floor, ranging from 116 percent of floor in 2002 to a high of nearly 248 percent in 2003 (see Graph 1 below).

Graph 1: Rhode Island Obligation Rate as Percentage of Available Enhancement Funds: 2001-2006²



Another important performance measure is the distribution of Enhancement funds. When looking at percentage of funding, Providence and Newport top the list (*see Table 2*), but when you divide the amount of funding for each municipality by the population of that municipality, you end up with how many Enhancement Program dollars are being spent per person, or per capita spending (*see Table 3*).

Table 2 represents the percent of total Enhancement funds spent in a given municipality. Of all dollars spent in the Enhancement Program from 2001 to 2007, Providence has received almost 1/5th of those funds and Newport has accepted almost 1/10th.

² Source: Transportation Enhancements: Summary of Nationwide Spending as of FY2006. National Transportation Enhancements Clearinghouse May 2007.

Table 2 – Community Ranking by Percent of Funding: 2001-2007

City/Town	Percent Funding	City/Town	Percent Funding
1. Providence	18.7%	21. Coventry	1.3%
2. Newport	9.5%	22. Johnston	1.1%
3. Statewide	5.6%	23. Gloucester	1.1%
4. Woonsocket	5.3%	24. Warwick	1.1%
5. Portsmouth	5.0%	25. Tiverton	1.0%
6. Lincoln	4.9%	26. Jamestown	0.9%
7. East Providence	3.7%	27. Central Falls	0.8%
8. Warren	3.6%	28. Narragansett	0.7%
9. South Kingstown	3.4%	29. Burillville	0.7%
10. West Warwick	3.0%	30. North Smithfield	0.7%
11. Pawtucket	3.0%	31. Charlestown	0.7%
12. Cranston	3.0%	32. Cumberland	0.4%
13. New Shoreham	3.0%	33. Smithfield	0.3%
14. Little Compton	2.8%	34. West Greenwich	0.3%
15. North Kingstown	2.5%	35. Exeter	0.2%
16. Westerly	2.5%	36. Middletown	0.2%
17. Bristol	2.3%	37. Foster	0.1%
18. East Greenwich	2.3%	38. Richmond	0.1%
19. North Providence	2.3%	39. Barrington	0.0%
20. Scituate	1.8%	40. Hopkinton	0.0%

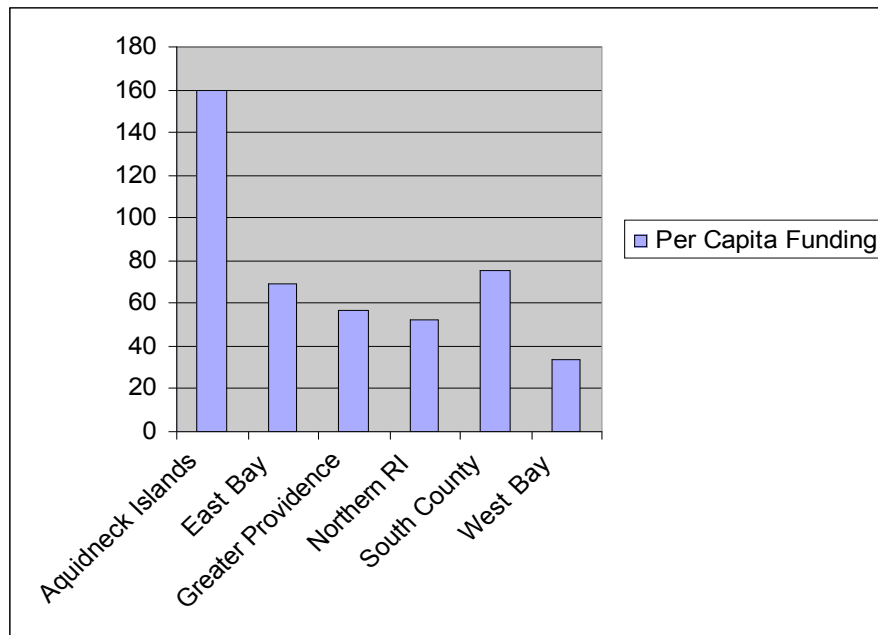
Table 3 ranks municipalities by per capita spending of Enhancement funds between 2001 and 2007. The table represents the amount funded to a municipality divided by the number of residents. New Shoreham, with fewer than 1,000 full-time residents, has the highest per capita spending at \$2,079 per person, followed by Little Compton at \$544 per person, and Newport at \$253 per person, compared to a median of \$49.

Table 3 – Community Ranking by Per Capita Funding: 2001-2007

City/Town	Per Capita	City/Town	Per Capita
1. New Shoreham	2079	21. Tiverton	48
2. Little Compton	544	22. North Smithfield	46
3. Newport	253	23. Burillville	33
4. Warren	225	24. Narragansett	32
5. Portsmouth	205	25. West Greenwich	32
6. Lincoln	165	26. Central Falls	30
7. East Greenwich	127	27. Pawtucket	29
8. Scituate	120	28. Cranston	28
9. Jamestown	110	29. Johnston	28
10. Woonsocket	87	30. Coventry	27
11. South Kingstown	86	31. Exeter	25
12. Gloucester	77	32. Foster	16
13. Westerly	77	33. Smithfield	10
14. Providence	76	34. Cumberland	9
15. Bristol	73	35. Richmond	9
16. West Warwick	72	36. Warwick	9
17. North Kingstown	67	37. Middletown	7
18. Charlestown	60	38. Statewide	4
19. East Providence	54	39. Barrington	0
20. North Providence	50	40. Hopkinton	0

When considering Enhancement Funding by TEA Regions, the Aquidneck Island region enjoys higher per capita funding than any other region, while the West Bay is experiencing per capita funding at a rate of less than half of South County. Graph 2 represents the per capita spending of Enhancement funds by region between 2001 and 2007.

Graph 2 – Per Capita Total Funding by TEA Region: 2001-2007



Despite the noted exceptions above, this data shows that the level of funding is fairly well dispersed. Transportation Enhancement funds have been distributed to communities throughout Rhode Island for many diverse projects that are both unique and valuable. These projects provide strength to the communities in which they are implemented and will continue to do so throughout their existence. The continuation of project implementation in an effective, fair, and well dispersed manner will depend upon the costs associated with the projects and the funding that they may receive.

FUTURE GOALS AND PROGRAM OBJECTIVES

- Tighten program to 10 percent designation
- Narrow focus of program

CONCLUSION

Transportation Enhancements are non-traditional transportation improvements with links to the intermodal transportation system. Enhancements serve to integrate a transportation facility into the surrounding community and natural environment. Enhancement Projects are beneficial to the State's transportation network, and consequently strengthen the State environmentally, socially and economically, providing a great benefit to the overall quality of life in Rhode Island.

The Enhancement Program is successful. Rhode Island can point to numerous locally designed and/or constructed Enhancement Projects due to an evolving set of adjustments and a hard working, dedicated staff as Rhode Island has been a leader in obligating funds in the past decade.

Currently the Enhancement Program is over-programmed. The amount of funding has decreased as the amount of programmed enhancements has not. Several measures are necessary to balance the program with funding and re-prioritized needs. The program can decrease the number of eligible categories, move projects that have unrealistic cost estimates into a study and development categories, transfer projects that are related enough to earmarked projects into that earmarked project's budget and cancel any dormant or insurmountably challenged projects.

The Enhancement Program has been a great benefit to Rhode Island and has been successful. For the program to remain successful, measures must be taken to narrow the focus of the program. This beneficial program, that has improved the quality of life in the state, should be continued with realistic funding for realistic projects so that others may benefit from it in the future.

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